

HB469_Carr_Revised_Fav.pdf

Uploaded by: Al Carr

Position: FAV

AL CARR
Legislative District 18
Montgomery County

Health and Government Operations
Committee

Subcommittees

Insurance and Pharmaceuticals
Health Occupations and
Long-Term Care

The Maryland House of Delegates
6 Bladen Street, Room 222
Annapolis, Maryland 21401
410-841-3638 · 301-858-3638
800-492-7122 Ext. 3638
Fax 410-841-3053 · 301-858-3053
Alfred.Carr@house.state.md.us

The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401

Sponsor Testimony in SUPPORT of House Bill 469

***Motor Vehicle Administration - Traffic Control Signal Monitoring Systems -
Reciprocal Agreements***

February 10, 2022

House Bill 469 would improve traffic safety by authorizing a pilot reciprocity program for red light camera enforcement.

It is identical to HB373 of 2020, but what has changed is that the Metropolitan Washington Council of Governments recently wrote a letter to the Maryland and Virginia Governors and the Mayor of the District of Columbia requesting action to address the problem of out-of-state drivers endangering communities by breaking traffic laws with impunity.

According to the December 2018 report of the Joint Committee on Federal Relations, local law enforcement agencies with red light camera programs have a better collection rate for in-state vehicles than for out-of-state vehicles. This is due to the inability to flag out-of-state vehicle registrations for non-renewal. As of June 2018, Montgomery County was owed \$2.7 million in red light camera citations incurred by vehicles registered out-of-state.

Red Light camera citation average compliance rates:

County	In-state	Out-of-state
Howard County 2013-2017 (26 cameras)	92%	78%
Montgomery 2010-2018 (51 cameras)	94%	81%
Prince George's 2022 (46 cameras)	96.6%	82%

If HB469 is enacted, Maryland law enforcement agencies could flag out-of-state red light camera violator vehicles for non-renewal, improving collection rates. Registration of Maryland vehicles with red light camera citations in partner states could be similarly flagged, but not suspended. The Motor Vehicle Administration could only establish reciprocity with a state that has similar penalties.

The committee may want to consider an amendment to include reciprocity for toll enforcement. DC has no toll roads but as of August 2021, DC drivers owed \$13M in unpaid tolls to the MDTA.

Thank you for all you do to keep our communities safe by embracing the concept of Vision Zero.

Because House Bill 469 is consistent with your efforts and would improve safety in the entire DMV region, I ask for your favorable report.

HB469: Red Light camera reciprocity:

County	average compliance rate		Value of unpaid out-of-state red light camera citations
	In-state	Out-of-state	
Howard County 2013-2017 (26 cameras)	92%	78%	\$225,225
Montgomery 2010-2018 (51 cameras)	94%	81%	\$2.7 million
Regional Automated Enforcement Center (11 partner agencies spanning 6 counties) 2013-2017	90%	67%	\$1.6 million

“Support of Potential Reciprocity Arrangements with Regional States: The Maryland Chiefs of Police Association would support any efforts to establish reciprocity agreements with regional states regarding automated enforcement violations (similar in nature to the Nonresident Violator Compact for moving violations). Most unpaid citations issued to out-of-state vehicle owners are for vehicles registered in surrounding jurisdictions, largely in the District of Columbia, Pennsylvania and Virginia. Maryland jurisdictions currently have limited ability to collect fines from out-of-state vehicle owners who choose not to pay. For in-state vehicle owners, the flagging of vehicle registrations, preventing renewal, is believed to be a significant reason why unpaid citations are eventually paid. That enforcement mechanism, however, is not currently available with respect to out-of-state vehicle owners.”

Source: September 2018 briefing materials in December 2018 Joint Committee on Federal Relations report to the Legislative Policy Committee

MWCOGLtrReciprocalCameras.pdf

Uploaded by: Al Carr

Position: FAV



National Capital Region
Transportation Planning Board

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board

CSG HB 469 Reciprocity.pdf

Uploaded by: Cheryl Cort

Position: FAV

February 10, 2022

Hon. Delegate Kumar P. Barve, Chair
Committee on Transportation and Environment
Maryland Housing of Delegates

Position: **Support** for HB 469 - Motor Vehicle Administration – Traffic Control Signal Monitoring Systems – Reciprocal Agreements

Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region, including suburban Maryland, advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We wish to express our support for HB 469 which would enable the state and another jurisdiction to enter into an agreement that provides reciprocal enforcement of violations recorded by a traffic control signal monitoring system.

This bill provides needed cooperation among Maryland, DC and Virginia to ensure that drivers can be held accountable for violating local traffic laws, even if their dangerous behavior occurs in a jurisdiction other than where their vehicle is registered. This reciprocity bill will be another important tool to ensure better compliance with the traffic laws that our interstate region has established and enforces for the safety of residents and communities.

Thank you for the opportunity to provide testimony.

Sincerely,



Cheryl Cort
Policy Director

MD HB 469 testimony - MD House T&E Committee - Feb

Uploaded by: Peter Gray

Position: FAV



Environment and Transportation Committee
Kumar Barve, Chair
Dana Stein, Vice-Chair

Room 251
House Office Building
Annapolis, MD 21401

RE: HB 469 - Motor Vehicle Administration – Traffic Control Signal Monitoring Systems – 3
Reciprocal Agreements

February 10, 2022

Mr. Chairman and members of the Committee, my name is Peter Gray and I represent the Washington Area Bicyclist Association. I am speaking on behalf of the 2000+ WABA members and several thousands of other supporters who live in Maryland.

WABA supports the passage of HB 469 which allows the State of Maryland to enter into reciprocity agreements with neighboring jurisdictions and will thus allow all of the jurisdictions to collect the millions of dollars of fines that are currently not being collected from drivers who are out of state. By collecting the fines, the State will be able to help change unsafe driving habits, especially by repeat offenders from out of state and will thus make our roads safer and help Maryland achieve its Vision Zero goals.

HB0469 - MVA - Traffic Control Signal Monitoring S

Uploaded by: Patricia Westervelt

Position: INFO



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
James F. Ports, Jr.
Secretary

February 10, 2022

The Honorable Kumar P. Barve
Chairman, House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

Re: Letter of Information - House Bill 469 - Motor Vehicle Administration - Traffic Control Signal Monitoring Systems - Reciprocal Agreements

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 469 but offers the following information for the Committee's consideration.

House Bill 469 authorizes the MDOT Motor Vehicle Administration (MVA) to enter into reciprocal agreements for the enforcement of traffic control signal monitoring violations with other jurisdictions. The bill specifies certain conditions of the agreement, including that a reciprocal agreement for a violation may be formed with jurisdictions in which the penalty is up to 50 percent more than the penalty assessed in Maryland.

The MDOT MVA currently has the statutory authority to enter into reciprocal agreements under MD Transportation Article 12-401, et seq., and is in fact party to two interstate compacts: the Non-Resident Violator Compact (NRVC) and the Driver's License Compact (DLC). Through these agreements, member states exchange information on certain moving violations when a driver fails to comply with a citation; help to ensure a driver is only licensed in one state at a time; and maximize law enforcement efforts against the most serious traffic offenses such as drunk driving, vehicular manslaughter, and reckless driving. The NRVC and DLC do not cover any violations issued by automated enforcement mechanisms.

Among American Association of Motor Vehicle Administrators (AAMVA) member jurisdictions – which includes all 50 states and the District of Columbia – there are currently no known inter-state reciprocity agreements for traffic control signal monitoring.

Currently, automated enforcement violations in Maryland are only applied to the vehicle and it is the vehicle owner's responsibility to address the violation, regardless of who is driving. Such a reciprocity agreement between jurisdictions would mean that speed-camera and other automated tickets could be applied to the driver. Because the camera doesn't have the ability to determine who was driving, the current adjudication process for automated enforcement violations is different from those for moving violations given by an officer to a specific driver. The MDOT MVA believes this matter raises legal and equity issues that need to be further resolved before entering into such an agreement.

The Honorable Kumar P. Barve
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 469.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090